

MOTOR RACING

and
Economy Car News

8th Year - No. 3 - Culver City, Calif.

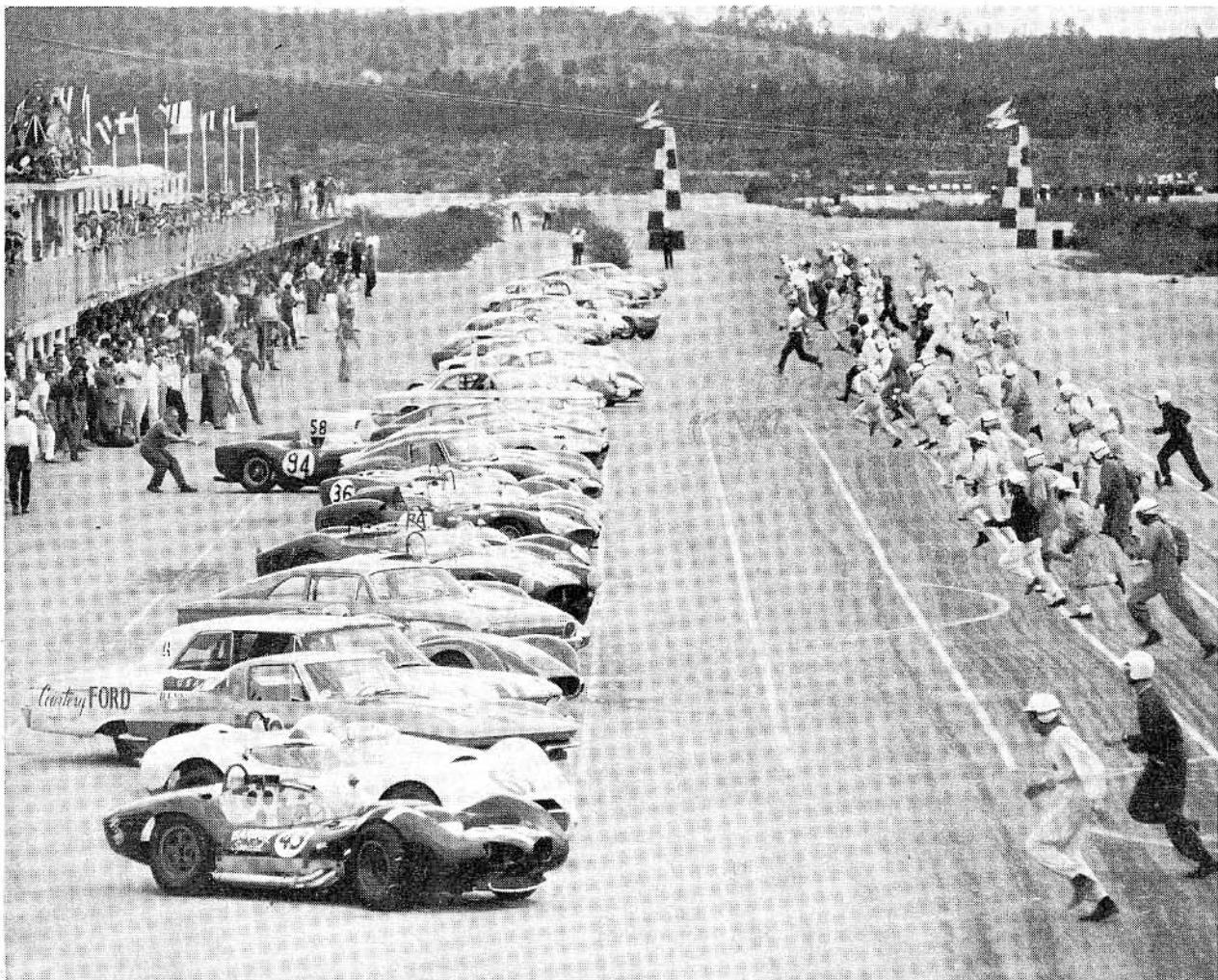
(Published bi-weekly except last issue of calendar year)

Dec. 14-28, 1962

25¢

Ireland Booms Lotus 19 to Victory In Rain-Swept Nassau Race Feature

STORY ON PAGE 1



CHARGING TOWARD their cars in the Le Mans start of the Nassau Trophy Race, 252mi. classic of the 9th Annual Bahamas Speed Weeks in the Bahamas Dec. 9, are internationally renowned drivers, including Innes Ireland, of Scotland,

Bahamas News Bureau photo by Frederic Maura first away with a broadjump into his Lotus 19 cockpit, and first across the finish line to capture the coveted cup. Other photo and story on Page 1.

NUDES IN THE NEWS

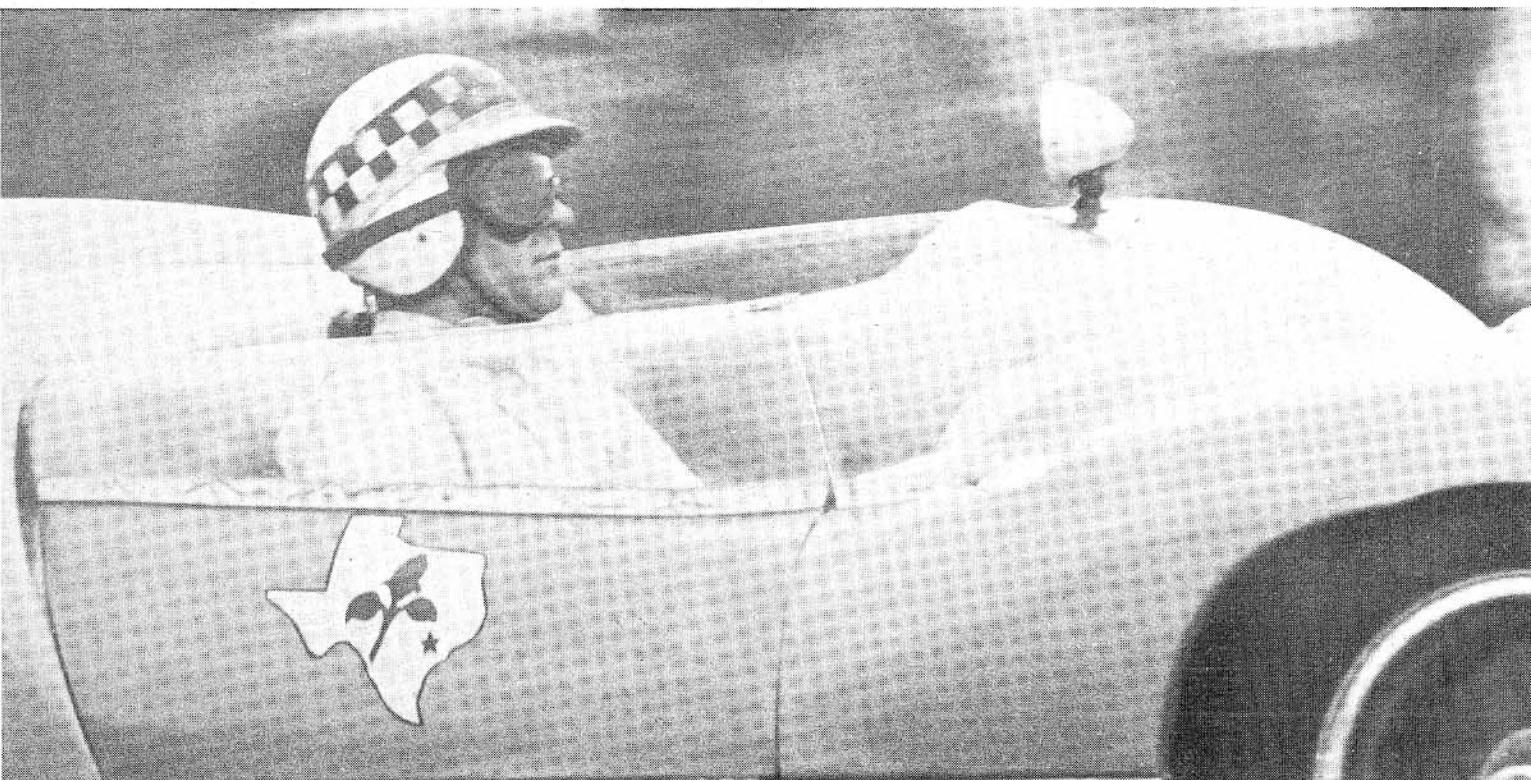
But How About the Girl?...



LONDON --- Four young sports car-driving Britons were jailed here on charges of insulting the Spanish flag by replacing it with the lower half of a bikini.

The youths were swimming with two British girls on the Costa Brava when one of them dived and snatched the bikini panty from one of the girls. He ran to the flagpole on the beach, hauled down the Spanish flag and replaced it with the bikini piece.

"We intended no harm," one of the English youths told police.



INNES IRELAND roars to a win in the Nassau Trophy Race, climax of the 9th Annual Bahamas Speed Weeks at the Oakes Field race course in Nassau last Dec. 9. Ireland

SCCA Gives OK In Eight Classes For '63 Racing

WESTPORT, Conn. Dec. 21 --- Production racing car classes for 1963 were announced last week by SCCA's Car Classification committee under authorization of its board of governors. A total of 81 models in eight classes, A through H, have been listed.

A total of 16 new models have been classified for the first time for 1963 and the classification of 25 models has been changed from 1962 designation. In addition, six previously classified models have been dropped from recognition as production category vehicles and four models, previously separately listed, have been grouped with other models of the same manufacturer.

FIRST TIME

Recognized in the production category for the first time in the class indicated are: AC Cobra, A; Corvette Sting Ray, A; Osca 1600 GT, B; Simca Abarth, B; Lotus Elan, B; WSM GT, C; Elva Courier 1800, C; TVR 1800, C; Alfa Romeo Giulia, D; MG-B, D; Sunbeam Harrington, E; Austin-Healey Sprite 1100, G; MG Midget 1100, G; Triumph Spitfire, G.

Among the most prominent models changing classification in 1963 are: Lotus Super 7, from C to B; Triumph TR-4, E to D; Porsche 90, C to D; Sunbeam Alpine, F to E; Triumph TR-2, TR-3, E to F; (Continued Page 2)

Scot Scores Victory In Bahamas Finale

By EVE WHITE
Special to MOTORACING

NASSAU, Bahamas, Dec. 9---In driving rain, wind and cold, Grand Prix driver Innes Ireland, a Scot living in London, today won the 252mi. Nassau Trophy Race, closing feature of the 8th annual Bahamas Speed Weeks.

Driving the Rosebud Racing Team's Lotus 19, he averaged 84.035 mph over the 4.5mi., 12-turn Oakes course. Ireland covered 56 laps in 2h59m55.47s. and won by two laps.

Bob Holbert, Porsche 8, and Hap Sharp, Cooper Monaco, 2nd and 3rd places, respectively, each completing 54 laps. Masten Gregory's Ferrari was 4th after completing 53 laps.

Bahamas Speed Weeks ran while a number of editorials in local newspapers criticised the organization of the races and the crowd control problem.

Only one race started on time, and during several of the races people crossed the course. At one time, a VW was driven across while the cars were running. In addition, there was considerable lineage on the objections of local hotels which give free accommodation to some of the drivers.

GREGORY FINISHES 4TH

Behind Ireland, Holbert and Sharp came Masten Gregory,

THANK YOU, TOO...

GRATITUDE NOTE---Thanks to COMPETITION PRESS and its able editor, Jim Crow, for the following in the last issue:

"A Gold Star for achievement in consistently lively reporting and editorial writing: Gus Vignolle, MOTORACING." Life is worth living.

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Bahamas News Bureau photo by Roland Rose
drove his Lotus 19 at an average speed of 84.035 mph in 2:59:55.47 over the 56-lap, 252-mi. grind. Other photos on Front Cover Page.

Vignettes

By Gus V. Vignolle

- Old But Lively
- Ensenada Cheaters
- Talking With Cops

I think as you grow older and your string gets shorter that you should do things that are genuine fun. You should get your jollies while you can. I firmly believe that there is a certain point in life when you cannot get your jollies.

Last April, on the spur of the moment, I decided that I would go on a fantastic road race (it was called a rally) of 2000mi. through the jungles, mountains and steaming plains of Costa Rica, Nicaragua, Honduras, El Salvador, Guatemala and Mexico.

TOUGH BUT GREAT

The trials and tribulations and horrors of this event have been recounted. But, in retrospect, I would not have missed this for anything. It was killing (for a person my age), but nevertheless absolutely fabulous.

SACKTIME PLANNED

This leads me to another fun deal I undertook just recently. I had been planning on a lazy, sack weekend of reading the NY TIMES, the SATURDAY REVIEW and THOMAS MERTON'S SEVEN STOREY MOUNTAIN.

But then along came BOB MC-KAY, the La Crescenta, Calif., realtor and international rallyist who was with me in the Central American and Mexico race. He urged me to get out of the kip and join him in a rally of 700mi. from LA to Ensenada and back (Continued Page 3)

Cal Club, USSCC Move for Merger At Mass Meeting

BY GUS V. VIGNOLLE
Editor of MOTORACING

What may eventually result in the formation of one legally-constituted club to run sports car road races in So. Calif. received its strongest impetus to date Dec. 12 at a mass meeting of the bickering Cal Club (SCCA) and US Sports Car Club (USAC) in Hollywood.

Unknown to many (even now), this was an official Cal Club meeting, to which USSCC members were invited to express an opinion.

Out of an alleged official attendance of 277, they voted, 172

(Continued Page 2)

DODGER STADIUM RACES APPROVED

Sports car races around Dodger Stadium were authorized last week by city chief zoning administrator Huber E. Smutz.

Smutz, who conducted noise tests over the proposed Chavez Ravine course after area residents protested the races, issued the permit for a three-year period.

Dates for the races have not yet been set.

World 'Title - Decider' Set

WORLD ROAD RACING DRIVERS' CHAMPIONSHIP

(Totals include 5 Best Results)

| Driver, Car & Country | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Total |
|--------------------------------------|---|---|---|---|---|---|---|---|-------|
| 1. Graham Hill, BRM, GR. Br. | 9 | 1 | 6 | 0 | 3 | 9 | 9 | 6 | 39 |
| 2. Jim Clark, Lotus, Gr. Br. | 0 | 0 | 9 | 0 | 9 | 3 | 0 | 9 | 30 |
| 3. Bruce McLaren, Cooper, N. Z. | 0 | 9 | 0 | 3 | 4 | 2 | 4 | 4 | 24 |
| 4. John Surtees, Lola, Gr. Br. | 0 | 3 | 2 | 2 | 6 | 6 | 0 | 0 | 19 |
| 5. Dan Gurney, Porsche, USA | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 2 | 15 |
| 6. Phil Hill, Ferrari, USA | 4 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7. Richie Ginther, BRM, USA | 0 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 10 |
| 8. Tony Maggs, Cooper, So. Africa | 2 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 9 |
| 9. Trevor Taylor, Lotus, Gr. Br. | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10. Jack Brabham, Lotus, Australia | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 6 |
| 11. Lorenzo Bandini, Ferrari, Italy | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 12. Ricardo Rodriguez, Ferrari, Mex. | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 4 |
| 13. Joakim Bonnier, Porsche, Sweden | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 14. Masten Gregory, Lotus, USA | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |

Key: Race 1, Grand Prix of Holland; 2, Monaco; 3, Belgium; 4, France; 5, Great Britain; 6, Germany; 7, Italy; 8, U.S. Points: 1st, 9 points; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1. Next world championship race: Grand Prix of So. Africa, 29 Dec.

Letters to MotoRacing

BOLDT BOLTS BADLY?

I cannot help but feel a perplexity at the views expressed in the open letter you published from Mr. Boldt (Nov. 30-Dec. 7).

The seven members of the Racing Drivers' Assn. board of directors in my opinion are without a doubt completely unbiased and have only the best interest of the sport at heart.

Mr. Boldt's opinions, both at the meeting and in the letter, lead me to believe that his only interest is in professional road racing. This, of course, is inconsistent with the majority of the drivers in So. Calif.

The board of directors has been extremely careful not to take any actions, or make any statements, without the approval of the general membership, and in my opinion this will be the basis for the success of the RDA, as we only reflect the true feelings of the drivers and not those of a few who might have a personal ax to grind.

Mr. Boldt's opinions were obviously not those of the majority at the meeting, and I would say the only subject he seemed well versed in, was the fact that someone had turned down his entry for a particular race. If we agreed with Mr. Boldt, we would then have to be content with the few and widely-scattered races that USAC puts on, as it was made obvious at the general meeting that USAC has not planned any program for the amateur road racing driver in So. Calif.

Mr. Boldt's statements as to the favor and disfavor shown by the board lead me to believe that he was soundly asleep during most of the meeting, as prior to the meeting the RDA board had planned actions to be approved by the general membership. These plans included NOT running at Chavez Ravine unless all of the RDA members among its members because of personal loyalties to the Cal. Club. This was the reason for the card pledging support to the RDA.

Mr. Boldt's refusal to sign this card is typical of the thinking that has caused the degeneration of road racing in this area and completely contradicts his objections to the RDA board, unless he is looking for a strong-arm organization to impose his personal wishes on someone.

I would state again the reason for the Drivers' Assn. is "to further the best interest of the drivers." This means the majority and not a few of them.

C.W. VANDAGRIFT
President, Hollywood Sport Cars, Inc.

Hollywood 28, Calif.

WHERE HAS THE COURAGE GONE?

I should like to express my opinion, which is shared by many of your readers, in regard to the not uncommon abuse of the opportunity to air one's views through the open forum of your "Letters to the Editor" column.

I refer to the writers of usually more controversial than constructive or informative items, who cower behind the veil of anonymity. If one has the courage of his convictions, he should not deny the authorship of his letters.

I should like to see MOTO-RACING announce that, "As of the next issue, "Letters to the Editor" will be published only over the signature of the writers."

RENO LAWRENCE
Compton, Calif.

BOBBED-TAIL COOPER

Another season down the tube and as usual it had its ups and downs --- although it seems there were a few more downs than ups.

I'm enclosing the clip-

ping hope you can use it--- as you said (Joe) Puckett should be able to make a cartoon out of it. (Clipping shows dummy in British car with safety belt slipped around his neck as result of "accident.") Experiment was performed to prove inherent danger in one-strap safety belts. ---ED.)

One thing about Joe's racket--- there are enough cartoon characters around these clubs to keep him supplied with material for years.

Speaking of Joe, that was a real blast he put on. Some of the nicest people in racing were there. I guess nice people just attract nice people. (Thank you---ED.)

With all the hassle about Penski's car, a question comes to mind---how did the bobbed-tail Cooper run all these years legally. Or did it? It sure doesn't meet the FIA requirements Eric quoted.

I'll close for now and let you return to your labors.

JACK REASONER
Pomona, Calif.

*** IN DEFENSE OF LINDQVIST

It appears to me that everyone is taking shots at Ingvar Lindqvist. It may seem strange that I, as his rival and competitor, would defend him, but I do believe in giving credit where it is due.

First of all, what Gus Vignolle said about nerfing is true. Everyone is blaming Ingvar for this, but in both instances (there were only two) when our cars collided, I was at fault. I spoke with Gus about it on the phone and told him that he was not out of place, that I had been driving over my head with my Lotus and that I would try to be more careful in the future.

Then, the insulting claim that Lindqvist isn't a good driver. Listen, I've followed him through many a turn and noticed that he is very consistent in the line he takes. So consistent that for several laps I'll try to set up him up for a pass on a particular turn (if I ever get that close to him).

People criticize his pride in his car and in his accomplishments. Who wouldn't be proud of a 12th overall and an index of performance in a 12-hour enduro with a little "750" machine or even an "850"?

This brings up the anonymous claim that he's running an 850cc engine. Too often people prefer to look at a beautifully running, well-tuned engine as being oversized. If someone feels that Lindqvist is cheating, why doesn't he formally protest him? I know, it costs \$50 to find out you're wrong so I'll tell you what I'll do.

Next year, anytime someone feels that Ingvar is illegal, I'll put up the money for the teardown provided the protestor identifies himself and later apologizes if he is mistaken. This will eliminate the oft-uttered lament ---"If I'd had \$50, I'd have pro-

(Continued Page 7)

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Published Bi-Weekly, Except Last Issue
Of Calendar Year by V. & P., Inc.
Circulation Office:
3862 Westwood Blvd.
Culver City, Calif.
Vermont 7-8636

For the Classified Advertising Department Only: 4041 Marlon Ave., Room 208, L.A. 8 or Phone AX 2-0287

Gus V. Vignolle ...Editor & Publisher
David Shaw ...Managing Editor
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Staff Writers

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Photography

Bill Norcross, Don Schoenfeld

Advertising Rates on Request

Editorial Office:
3862 Westwood Blvd.,
Culver City, California

Mailing Address: P.O. Box 392
Culver City, California

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YEARLY

• **Vignettes**

BY GUS V. VIGNOLLE
WE CHEAT IN MIDNIGHT CHASE
BUT STILL WIND UP 'OUT OF IT'



(Continued from Page 1)

that was being staged by an outfit known as Intl. Sports Car and Racing Assn. (ISCARA). It was the Pan American Rally III.

"Ridiculous," I told him. "You're off your trolley. This deal can't beat solid sacktime." He insisted. I told him that as a navigator I would have to think. I further told him that I do not care to think unless it is absolutely necessary...like trying to get out of a ditch you're trapped in...or trying to get a 10in. story in the paper when the hole is only 7in...or trying to figure out why the two local racing clubs don't make sense.

It's About That Starting Time

Barely sober, we were flagged off by WALTER COLEMAN, 42 minutes after midnight. Such a starting time is ridiculous enough.

All I know is that we were having breakfast somewhere near Brawley, Calif., in the Imperial Valley, and then we were in Calexico and crossing the border into Mexico at Mexicali.

There were 80 cars on this great rally to Mexico, and I felt that 79 of these cars were being cheated---cheated by us. Why? Because we were using the latest and best chronometers supplied by BARNEY FELDMAR, the supreme rally equipment specialist on W. Pico Blvd., and a set of high-performance Goodyear Police Special tires provided by none other than CARROLL SHELBY, who is the distributor for Goodyear's racing and high-performance tires in these 10 western states.

Needless to say, Sr. Mc Kay and this observer soon found out that we didn't know what we were doing. We were not lost, mind you, as BRUCE KERR and I were in the Chrysler Palm Springs rally, but we just didn't know whether we were first or 80th.

Follow the MG Doesn't Help

We decided to cheat---yes, cheat. In our huge and miserable Chevy Impala we decided to tail a little MG Midget (BOB & EMILY JONES).

Figuring the time differential (cars took off at 1min. intervals), we could compute whether we were on or off the beam by observing this little MG Midget. But eventually we even lost this car. I told Mc Kay we should have stood in bed. But he said: "Hell, forget it. Tomorrow we're in Mexico. And there will be girls and there will be tequila and there will be plenty of laughs." Great.

Yes, there was that. There was much more at Ensenada. The beautiful harbor gleamed in the sharp Mexican sunlight. At CHUY's Cantina at Mission Santa Isabel, where we finished, they had two tanks of 500gal. of Margaritas. This is a drink composed of tequila, Cointreau and lime juice. It knocks you on your ankay.

This goddam rally was to take off for LA the next day, which was strictly stupid and ridiculous. A young man by the name of TOM BENEVIDES, one of the rallyists, was threatened with arrest by the local constabulary for hurling firecrackers and cherry-bombs into the streets.

Mr. Mc Kay opened a driving school in Ensenada, but he made the sad mistake of trying to instruct his pupils on the sidewalks of that Baja Calif. township. As was the case with Mr. Benavides, this also entailed discussion with la policia.

Late Again, But Not Too Late

The rally took off the next day from Ensenada to LA---but Mc Kay and Vignolle were not part of the contingent. No use going into explanations at this point. We got in days later, but not too late to report and give credit to the winners---Driver E.J. BRANDRETH and navigator P.G. GOUGH of ISCARA in a Jaguar, 1m29s error; 2nd, WALTER and MURIEL SCHOLL, Corvette, 1m42s; 3rd, GUNNAR and ANTONIA JACOBSEN, Porsche, 1m50s.

I don't care whether COLIN CHAPMAN likes it or not, but people seem to be killing themselves with a fine degree of regularity while they are driving a machine called Lotus. As a matter of fact, they are dying like flies.

I happen to have a complete record of deaths in racing, but I am not in the mood at the moment of delving to find out how many have been killed in Lotuses, how many in Ferraris, how many in Maseratis, etc.

The recent Lotus death rate has been creating quite a stir. A friend, DAVE LEWIS, just rattled off three names in a hurry of recent date---PETER HESSLER, PAT PIGOTT, RICARDO RODRIGUEZ. In each case it has been the suspension.

It is obvious that the light machine cannot stand those stresses at those tremendous speeds. Now, I am not talking about the Junior, or the Elite, or the Seven. I am talking about the Form. 1 machines and the 23---the high-speed racing cars.

PETER RYAN also was killed in a Lotus. And there were several near-misses during the past campaign in Europe, the most notable, of course, being STIRLING MOSS last Easter Monday.

Stirling Moss Makes Good Prediction

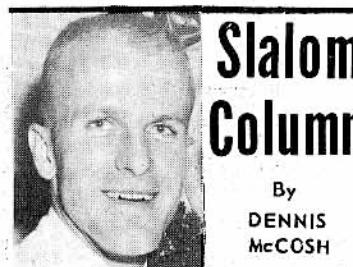
Of course, I know that a lot has gone into the engineering of the 23 and the 24 and the 25---and that they are thinking of safety all the time.

And if I'm not mistaken, I think about two years ago Moss said that the upcoming 1500cc Form. 1 classification would tend to produce ultra-light cars without a proportionate lessening of speed. Those were not his words, but it was the idea, and Stirling was right.

I firmly believe that in reporting, just as important as reciting the facts is the "why" of the story, what goes on behind the scenes, why certain things happened, and what it all means as far as the future is concerned.

This is by way of a prelude to the meeting the other night to get the two rival clubs together. First of all, let me quote what I wrote in the last issue:

"On the surface it figures that because of a weightier membership---no other reason whatsoever, mind you---the Cal Club should

SKID WHEELER by DUCKERT**Slalom Column**By
DENNIS
MCCOSH

Les Chevaux Mecaniques sponsored a tight but open autocross at the Pomona Valley Center lot in Pomona and attracted respectable number of slalom enthusiasts.

This inexperienced club did a good job with the course, running of the cars and general safety, but the safety inspection was almost non-existent, the classes used were unrealistic, and the timing and scoring showed lack of skill and inexperience.

FEW PYLONS USED

The course was tight in the sense that the speeds were very low---many cars ran the entire course in first---and corners were defined by a single pylon in most cases. In spite of the tightness of the course the largest cars had no special difficulty since only the minimum number of pylons were used and none were too close for large cars to fit if the proper lines were used.

The classes were poor in that many cars had no chance and thus ran only for practice. Ever try running a Corvette against Austin-Healeys and Tr-4s on a tight course?

ONE BAD ERROR

Scoring was generally good, but one error stood out. A woman out for the first time in an Austin-Healey made her two runs and goofed both of them due to her inexperience and lack of familiarity with the course. However, her best time was posted approximately 2sec. better than the best Austin-Healey time of an experienced male driver.

Les Chevaux Mecaniques, like many similar clubs, has potential but does not get the necessary experience obtained by running other clubs' events.

There are no results yet for either this event or for the SCMG Santa's Tralom reported on last time.

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MONZA CLUB SETS FEB. RALLY

The EMPI-sponsored Corvair Monza Owners' Club Intl. Plans to start its 1963 competition season with an amateur-professional rally Feb. 17, with a guarantee of \$275 in cash prizes plus an assortment of trophy and merchandise awards.

The rally (Gran Turismo de Plata), open to all rallyists driving Chevrolet cars (Corvettes, Corvairs, Chevy IIs), starts at 8 a.m. in Los Angeles and ends

about 12 hours later in the same area. Routing will be over about 375mi.

Tom Benavides of Corvair Owners' Club says he expects the rally to draw in excess of 200 entries. The West's outstanding rallyists, Intl. Sports Car and Racing Assn. assists in staging the event, with Betty Sweet as rallymaster; Bob Sweet, course marshal; and Bill Vandersande, check point marshal.

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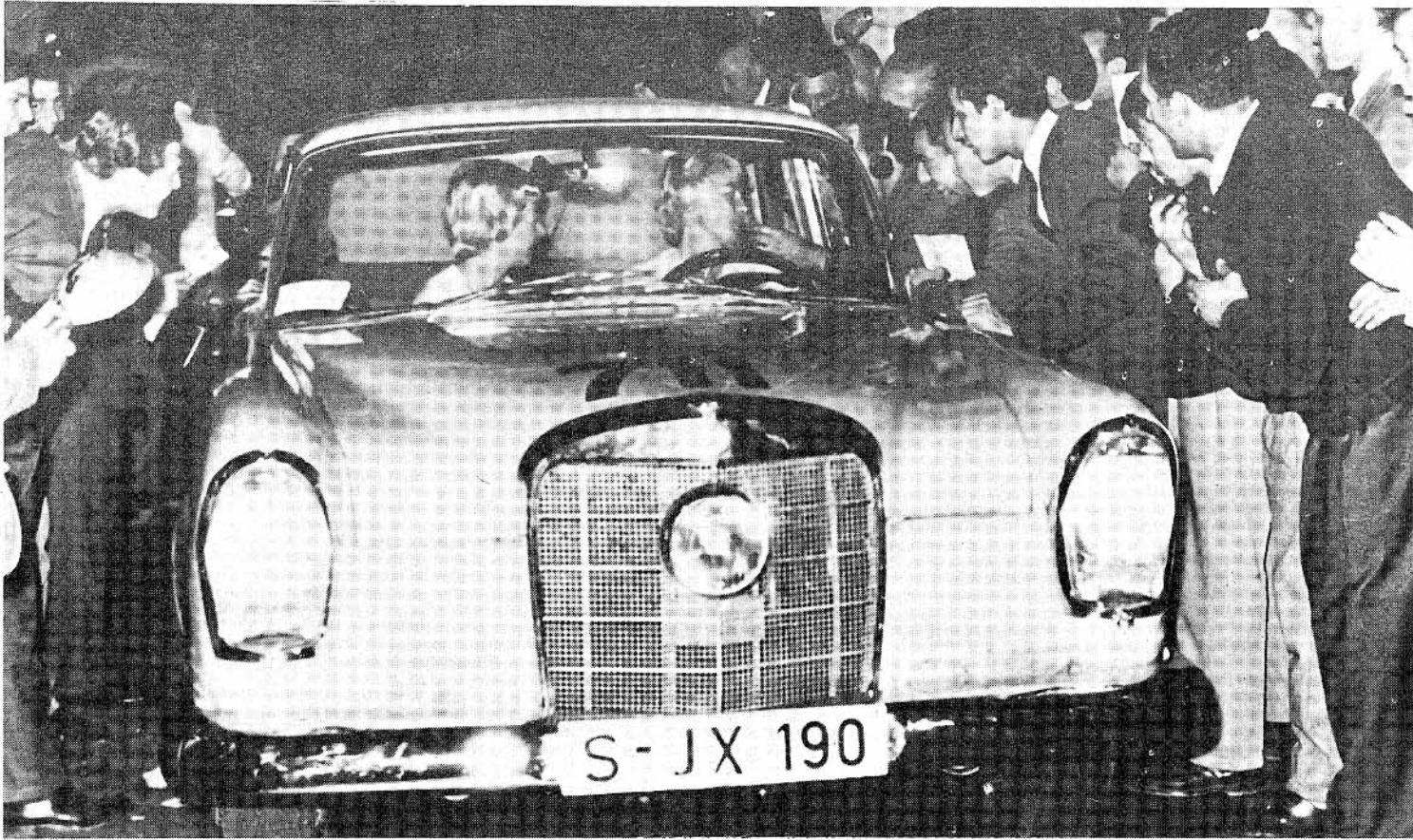
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(Continued Page 7)

Tale of Two Fast Women



TOP--SWEDISH BELLES, Ewy Rosqvist and Ursula Wirth, winners of the Gran Premio Internacional Standard Argentina road race, receive plaudits of crowd after amazing feat. Race, reported in Nov. 16-23 issue of MOTORACING, was grueling 2856-mile event.

RIGHT---MISS ROSQVIST (at wheel) checks course with partner, Ursula. The blonde duo won all six stages of the race, a never-before-accomplished feat. Their Mercedes-Benz 220SE sedan was one of only 43 cars---of 286 starters---to finish the race.

WRITE ANGLES

By FRANK MASON

Yule Salute For Women In California



WOMEN BETTER

The seven women mentioned have earned a salute - for doing better than the men have. Since the men took over in the Los Angeles area there have been some miserable parking-lot shows and some enormous productions with hundreds of cars and motorcycles. They have been very enjoyable crowd-pleasing events with a variety of entertaining features, and have gathered many thousands of dollars for charity.

Women are superior to men in other ways. Many don't agree with me but my explanation for Concours d'Elegance being at such a low level in the Los Angeles area is that for several years the men instead of the women have been in control.

FINEST CONCOURS

The world's most famous, and finest, Concours d'Elegance is at Pebble Beach. That annual show on the Del Monte Lodge lawn reflects the good taste and expert management of GWENN GRAHAM, who has been in charge since its inception 14 years ago. CAR and DRIVER calls it "the ultimate stylish haven for concours connoisseurs . . . the likes of which cannot be seen anywhere in or out of California".

Although there are more luxurious cars and many gorgeous spots to display them there have recently been no elegant shows in the Los Angeles vicinity. A few years ago, when women were in charge, there were nice shows at the Santa Monica Miramar (EVIE JOHNSON), Pasadena Huntington Sheraton (ANN BOTHWELL), Manhattan Beach Pen & Quill (ELAINE BOND), Loyola (DOLORES MONGOMERY), Palm Springs (MIKE HAMILTON). One of the first shows I judged (8 years ago) was set up by ANNE EVANS, who was then Cal. Club secretary.

NEW SECRETARY

Betty is the PORSCHE race driver who has shown her cars and judged at various concours. She is now secretary of Le Cercle Concours d'Elegance. Elaine is Elaine Bond of ROAD & TRACK which is co-sponsoring the event. The recently-opened Newport Inn has been selected as the site of the Spring show and offers beautiful grounds. The Bonds' favorite charity, the South Coast Child Guidance Clinic, is to be beneficiary.

This is being written before Christmas and I'm asking Santa Claus to be extra nice to Betty and Elaine. If they can manage to side-track interference from the men, they'll come up with an elegant concours.



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 ★ SPRITE—New & Used
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Intl. Calendar For 1963

Races and Hill-Climbs
Confirmed by
the CSI of FIA

1 = Formula 1; IC = Intercontinental Formula; C = "Course" or Formula Libre; Jr = Formula Junior; S = Sports Cars; PT = Prototypes; GT = Grand Touring; T = Touring; Capital letters = Drivers' Championship; Bold type = Manufacturers' Championship; * = Hill-climb Championship.

JANUARY
8 New Zealand New Zealand Grand Prix (C, S, GT, T).
12 New Zealand Levin Race Meeting (C, S, GT, T).
19 New Zealand Lady Wigmore Trophy (C, S, GT, T).
19 United States Riverside Race Meeting (S, PT, GT-II, III).
20 United States Riverside 500 Miles (T).
26 New Zealand Invercargill Race Meeting (C, S, GT, T).
27-28 Australia Catalina Park Race Meeting (C).

FEBRUARY
10 Australia Warwick Farm Race Meeting (C).
16 United States Daytona Beach 250 Miles (S, PT, GT).
17 Australia Lakeside Race Meeting (C).
17 United States Daytona Beach Race Meeting (GT-II, III).
24 United States Daytona Beach 500 Miles (T).

MARCH
2-4 Australia Longford Race Meeting (C).
8-9 United States Riverside 8-Hour Race (GT-I, II).
10-11 Australia Sandown Park Race Meeting (C).
17 United States Atlanta Race Meeting (T).
22-23 United States Sebring 12-hours (PT, GT-II, III).
30 Gr. Britain Snetterton Spring Meeting (I, Jr, S, GT, T).
31 United States Bossier City Race Meeting (IC, 1 Jr, S).

APRIL
7 Belgium Brussels Grand Prix (I).
15 France Pau Grand Prix (I, Jr, S, GT).
15 Gt. Britain Goodwood Race Meeting (I, Jr, S, GT, T).
15 Italy Monza 6-hours (PT-3000, GT II, III).
21 Italy Syracuse Grand Prix (I).
27 Gt. Britain Amager Race Meeting (I, Jr, S, GT).
28 United States United Nations Grand Prix (I).
28 Italy Imola Grand Prix (I).

MAY
1 Italy La de Garde Race Meeting (Jr, S, GT).
5 Italy, Gt. Britain Targa Florio (S, PT, GT-II, III).
11 Gt. Britain International Trophy Race, Silverstone (I, Jr, S, GT, T).
12 Belgium Spa Grand Prix (GT-II, III).
19 Germany Nürburgring 1,000 km. (S, Prix de Paris (I, Jr, S, GT, T).
19 France Rome Grand Prix (I).
25-26 Monaco MONACO GRAND PRIX (I, Jr, S, GT).
30 United States Indianapolis 500 (C).

JUNE
1 Canada Mosport 200 Mile Race (C, S).
3 Gt. Britain Crystal Palace Race Meeting (I, Jr, S, GT, T).
9 Belgium BELGIAN GRAND PRIX (I).
15-16 France Rossetti Hill Climb (*).
18 Italy Le Mans 24-hour Race (PT, GT-II, III).
23 Holland DUNLOP GRAND PRIX (I).
23 France Mont Ventoux Hill Climb (*).
30 Italy FRENCH GRAND PRIX (I, Jr, S).
30 United States Monza Lottery Grand Prix (I, Jr, GT-II, III).

JULY
4 United States Firecracker 400 (T).
6 Gt. Britain British Hatch Race Meeting (I, Jr, S, GT).
7 France Auvergne Mountain Race (I, Jr, GT-I, II, III).
13 Gt. Britain Mallory Park Race Meeting (I, Jr, S, GT, T).
14 Italy Trafalgar-Hill Climb (*).
20 Gt. Britain BRITISH GRAND PRIX (I, Jr, S, GT).
27-28 United States Hoosier Grand Prix (C, I, Jr, S).
28 Italy Cesena-Sestrières Hill Climb (*).
28 Germany Solitude Grand Prix (I, Jr, S).

AUGUST
4 Germany GERMAN GRAND PRIX (I).
5 Gt. Britain Brands Hatch Race Meeting (I, Jr, S, GT, T).
11 Germany Fribourg Hill Climb (*).
11 Sweden Can-Am Race Meeting (I, Jr, GT).
15 Italy Peterpan Grand Prix (I, S, GT-II, III).
17-18 Denmark Enna Cup (GT-I).
18 Italy Mediterranean Grand Prix (I).
24 Gt. Britain Tropic Trophy (I, Jr, PT, GT-II, III).
24-25 Switzerland Mountain Grand Prix (*).

SEPTEMBER
1 Germany Nürburgring 500 km. (PT, GT-I, II).
1 Austria Austrian Grand Prix (I).
8 Italy ITALY GRAND PRIX (I).
8 Austria Austrian Hill Climb Grand Prix (Gaisberg) (*).
14 Gt. Britain Brands Hatch Six-Hour Race (I).
14-15 United States Bridgehampton Race Meeting (GT-I, II, III).
21 Gt. Britain Oulton Park Gold Cup (I, Jr, S, GT).
29-30 United States Pacific Raceways Meeting (C, Jr, S).
29 Canada Canadian Grand Prix (C, S).

OCTOBER
6 United States UNITED STATES GRAND PRIX (I).
6 Germany Hockenheim Race Meeting (GT-I, T).
6 France Coupe du Salon (I, Jr, GT, T).
12-13 United States Riverside Race Meeting (I, Jr, S).
19-20 United States Laguna Seca Race Meeting (I, Jr, S).
20 France 1,000 km. of Paris (PT, GT).

NOVEMBER
3 United States Mexican Grand Prix (I).

9-10 United States Puerto Rico Grand Prix (S, GT).
15 Australia Coopersham Race Meeting.

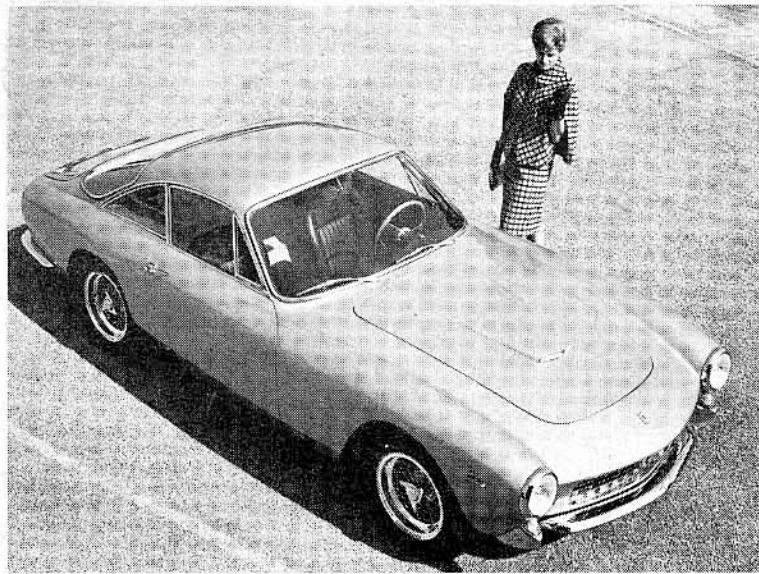
DECEMBER
1-8 Bahamas Nassau Race Week (S, GT, T).
14 S. Africa Rand Grand Prix (I, S).
21 S. Africa Natal Grand Prix (I, S).
28 S. Africa SOUTH AFRICAN GRAND PRIX (I).

Notes & Comment

"...RODGER WARD (who has about \$15,000 invested in his Cooper-Buick, is in the 81% tax bracket and so of the \$105,000 that he won at Indy alone, he got to keep about \$22,000, and the government received the rest. How's that for a deal to get for laying your life on the line?"---Chuck Cornett, the FRESNO GUIDE.

* * *

"Ricardo Rodriguez' fatal accident at Mexico City recalls a prophetic quote, just a year ago, by champion Phil Hill. While being interviewed by Car and Driver magazine, Phil is reported to have said of young Rodriguez, He is a very brave boy, and if he lives, he could become a fine driver." ---Hugh Randolph, Oakland Tribune.



250/GT FERRARI Berlinetta for 1963 has a 3-liter, V12, 60-deg. engine. Pininfarina-designed, this was the No. 1 car in 1962 Granturismo racing after successes at Sebring, Le Mans and the 1000km. at Montlhery. Ferrari also announced the 250/GT 2 plus 2 Coupe, the 250/GT California and the 400/SA Super America.



Economy Car News . . .

By MARGUERITE COOK

You have to be deaf, dumb and blind, particularly to pretty girls, not to become aware of the '63 changes in the American cars; but what's with the more familiar imports? A perusal of piled up press releases has resulted in these gleanings.

Rootes Hillman Super Minx, like VW is not changed, just refined. The refinements include disc brakes, more comfortable seats, but the front one is still separate; no greasing points (only routine servicing every 3000 miles, it says here); engine changes to bring about better fuel economy and faster pickup at higher speeds; a bigger luggage compartment; choice of the new "small car" Borg Warner automatic transmission, and improvements to trim and fittings.

THE FRENCH LADY

The 1963 Renault Dauphine is even less changed, but now standard on the stodgy French lady are side parking lights, seat belt anchors, front bucket seats with zig-zag springing, wrap around bumpers (rear one faced with scratch-eliminating rubber), etc. To the Caravelle line, has been added a 4-passenger "S" sports coupe, with an all-new, rear-mounted 51 hp engine.

At the auto shows of the world Fiat is displaying "the renewed 1000-D." The '63 version, like the Hillman Super Minx, has engine modifications to increase pick-up and greater running economy. The front end is newly designed and its bumpers, both front and rear, have rubberlined over riders, etc.

Newly arriving economy-priced imports that are creating a stir include BMC's MG 1100, the Renault R-8, Triumph's sport Six, and the British Ford Cortina. The MG 1100 sedan, another creation of Alec Issigonis, has a radical fluid suspension system, disc brakes, front wheel drive and retains the transversely mounted engine that made the Morris 850 so interesting.

CHANGEOVER?

Although this car is not yet in stock in California already some car bugs we know, who would formerly not be caught in anything but a sports car, are considering purchase.

At the recent Pomona races, we got our first glimpse of the Renault R-8, five passenger Sedan which kind of reminded us of an elongated Dauphine. It has a 48 hp engine.

A dispassionate analysis of

how the 1963 British imports stack up against continental competition is contained in a recent issue of "The MOTOR" of particular interest to US readers is how the author rates the Cortina Sedan as a better car than other cars in its price range, including the new German Taunus 12M.

As almost everyone knows, the Taunus was supposed to be the Cardinal that was supposed to give VW a run for the export dollar. Frere praises the Cortina for its light weight, and and all-synchromesh gearbox spaciousness. The 1200cc Sedan has a 53hp engine.

VW BEST SELLER

The journalist describes the new front-wheel drive Taunus as "rather sluggish and rough car, heavier to drive and much less responsive to steering." He also says that he believes that the Fiat 1100, the Simca Aronde and the Volkswagen, are now nearing the end of their 10-year-long careers. Frere insists that Volkswagen continues its career as a best seller "much less on its own merits than for incidental considerations." He also criticizes the new VW 1500 as being over-priced. (On the continent).

Car advertisements are a never-ending source of entertainment. Renault has started taking pot shots at VW by describing itself as the "good-looking one" of the two leading imports, and the one that has four doors, not two. It can't begin to compete, however, with that ad of the VW with a flat tire and the plaintive caption, "Nobody's perfect!"

NEW ADVERTISING

C.E. Briggs of the Chrysler-Plymouth division claims that his company is also daring to be different in its 1963 advertising.

He cited, in a recent San Diego speech, as an example which got results, a 1963 Valiant advertisement. It showed a Valiant, covered with road dust, that had been road tested for a half million miles, to emphasize its proved durability.

Probably because we never feel safe in a big, wide car, and share ownership with our credit union of a small car, we have begun to take violent exception to newspaper accounts of automobile crashes. Why is it that people always get killed in a collision involving a "small imported car," or "a foreign made auto", but never in a collision involving "two American made sedans" or "four or five Detroit elephants?"

Ireland Breezes In Bahamas

(Continued from Page 1)

would automatically forfeit half his \$5000 prize money to local charities.

O'CONNOR MAKES IT UP

But Tom O'Connor, owner of the car Ireland piloted, generously offered to give \$2625 to the charities, if the full prize money was given to Ireland.

Most cars were repaired and on the line for the Le Mans-type start of the Nassau Trophy Race, as 63 drivers sprinted across the track. Wayne Burnett, with his Ferrari stuck in 4th gear, had to wait till the field was clear before his crew could push him into the race. Ireland made a flying jump into the Rosebud Lotus 19 and was first off the line.

From the start, cars fell by the wayside without completing a single lap, John Fulp pulled into the pits with electrical trouble in the NART Ferrari. Lorenzo Bandini, also driving Ferrari for NART pulled in, but was able to restart after losing almost 3min. Phil Hill did not complete a lap as a multitude of mechanical troubles plagued his Lotus 19 (the Frank Arciero, ex-Gurney car).

IRELAND FIRST ALREADY

On lap 1, the leaders were Ireland, Roger Penske, Cooper Monaco; Gregory, Ruby and John Cannon in the Dailu Sp. The 4th and 5th laps saw several cars go out, Ruby and Lance Reventlow pulling into the pits, with Reventlow not being able to get going properly after that, and the Dailu burned up with a spectacular rear-end fire. On the 8th lap, Gurney went out, his untried Lotus 23 having mechanical trouble. Up to lap 14, the leaders were Ireland, Penske, Gregory and Tim Mayer, Cooper Monaco.

The mandatory pit stop saw some cars stopping early for gas and various adjustments, Ruby came in to have part of his body work removed after spinning out. Jim Hall, in the Chaparral, began to move up and took over 3rd by lap 17.

Then a change of fortune on lap 20 saw Penske burn out his wiring on the exhaust manifold and retire. Gregory moved into 2nd on the 33rd lap as the Chaparral spun off and fractured the fuel tank just as a tropical storm began.

Sharp was 3rd when he pitted, losing one place to Ruby on his restart. Then Gregory pulled in and took on fuel (from the only gravity-fed gas tank in the pits) and as he pulled out again he was in 4th place. Holbert, in the flat 8 Porsche, was running well, and on the 37th lap moved up to 4th as Sharp pitted again.

BANDINI BOOMS ON

Bandini was doing everything to make up for the lost 3 min. and had moved from last place to 16th by this time, the Ferrari snaking down the start/finish straight. Wayne Burnett was still going well despite his one-gear Ferrari and George Reed's Testa Rossa was still in 8th place.

On lap 40, Holbert went past Gregory into 3rd place and next lap, Mayer moved into 3rd as Gregory dropped back to 4th. Ireland was still in the lead and now began to run away from the others, his "sticky" rain tires giving him an advantage over the Ferrari's dry weather Good-

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PENSKE TOPS BANDINI

The race ran on to the flag, with Penske first, followed by Bandini, Ireland and Grossman, with the average race speed at 88.255mph.

Practice during the week resulted in many accidents and troubles which needed a great deal of work to have the cars ready. Bandini spun out with the V8 Ferrari and damaged the rear-end. The Dailu Sp. from Montreal, driven by John Cannon, and Jim Hall's Chaparral met up with a spinning Healey and both had extensive body damage. George Reed broke the drive shaft on his 3.5 Ferrari Testa Rossa and Phil Hill's Asciero Lotus 19 was undergoing work for almost the whole week.

Gurney flying in from London, was kept overtime by the fog, and he and his Lotus 23 arrived at the last minute. During practice, Penske flipped the Rosebud Junior Lotus and injured his wrists and wrecked the car.

GUBERNATORIAL TROUBLE

The Governor's Trophy Race on Friday started very late and the two classes, under and over 2-liters were combined into one 25-lap race instead of two 15-lap class races. Then the 5 o'clock curfew was announced and the race ran for only 17 laps before the deadline.

Gregory, in the 4-liter Ferrari and John Cannon, in the Dailu-Bardahl Sp., set out to challenge each other. The Dailu had run away from the field in the heat, using the ex-Roger Ward Chev. engine, and was going very well.

By the 7th lap, Gregory, Cannon and the Cooper Monaco, driven by Hap Sharp, were tailing each other with only a few feet between. Holbert, in the flat 8 Porsche, was running well in 4th with Hayes, Ferrari, close behind.

Suddenly on lap 9, Gregory failed to come round and Cannon took a short cut to the pits, thinking that he had blown the engine. News came that Gregory's car was on fire and emergency equipment had to go out.

The flag fell after 50mi.5.92s. with Sharp in first place at an average speed of 91.619mph. In 2nd place was Holbert, and in 3rd Hayes.

Official results of the Nassau Trophy Race: 1. Innes Ireland, Lotus 19, 56 laps, Class 11-12 winner; 2. Bob Holbert, Porsche 8, 54 laps, Class 10; 3. Hap Sharp, Cooper-Monaco, 54 laps; 4. Masten Gregory, Ferrari 4.1, 53 laps, Class 13-14; 5. Charlie Hayes, Ferrari, 52 laps; 6. Bob Grossman, & Gammino, Ferrari, 51 laps; 7. Darel Dieringer, Ford Galaxie, 51 laps, Class 15; 8. Lorenzo Bandini, Ferrari, 50 laps; 9. Lin Coleman, Porsche, 50 laps; 10. George Reed, Ferrari Testa Rossa, 50 laps.

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BY FLAVIO ST. GERMAIN

An auto parts firm in Redondo Beach, with which PAUL BERNHARDT, former Cal Sales (Triumph) officer was connected, has gone under . . . WM. PAIN'S tenure as editor of CAR & DRIVER was brief; he's been supplanted by DAVE DAVIS, recently with an ad agency and former chief for ROAD & TRACK . . .

CHESTER SWITELL, top-ranking Chicago newsman during the gangster era and red-hot sports car enthusiast, is doing an excellent job handling the public relations for the Standard Club on Motor Ave., near Culver City. He had all the LA and Hwd. newsmen over for christening of what was formerly the LA Racquet Club . . .

ALL'S WELL

Women's Sports Car Club member JAN ROBERTS was due to leave the Bellwood Hospital in Bellflower, where she had to return for treatment of a back injury after flipping her sportster last June . . . Postcard at hand: "Will you please tell the lady who recently moved from So. Calif. to Houston to return the personal effects of racing acquaintances before police action is taken" . . .

Cryptic note at hand: "In case you didn't know, the 'lost man' of racing is now in Nigeria, Africa, running an airline of three DC3s" . . . Next stop for a 3rd-rate fry cook formerly connected with sports car racing: Camarillo . . .

INTO POLITICS

JOYCE MORGAN, who used to throw those smashing racing parties around here, has pulled stakes from Las Vegas for Arkansas and Tennessee; she may do public relations for a senator in one of those states . . . JIM PLUMMER has been re-elected president of Sports Car Racing Assn. of Monterey Peninsula (SCRAMP), which announces amateur races for Laguna Seca, June 8-9.

This group, two No. Calif. flackeries and the Great Ft. Ord Moguls still have to divulge what the take was at the last LS races and what slice went to charity . . . Ex-driver and announcer ROY STOREY is no longer doing the flackery for the SF Seals Hockey Club; the boss' son took over . . .

Going to bigger cars, NACIO CUENCA and IGNACIO OROZCO of Mexico City were in Riverside last week to place their Lotus 18s on the block. They trailered them here. TOM BENAVIDES of EMPI is the chap to contact . . .

Easterer LOU COMITO may be connected with the next Puerto Rico race endeavor, which they're predicting even now will not be the financial fiasco such as the recent one . . . A big cheer for the Women's Sports Car Club for their 5th year of playing Santa Clausette for two wards (60 patients) at the Olive View TB Sanitarium Christmas party (Dec. 21).

SPEED MARKS

This is the girls' most enthusiastic and popular "outside activity," according to SUNNIE BAKER . . . Check these sports car speeds at the last San Fernando Raceway drag session: BOB Pickett, Corvette, 110.83 mph; JIM NIELSEN, TR3, 77.18; BRIAN BRECKENRIDGE, Volvo, 65.74; BOB BROWN, Corvair, 64.42 . . .

Moss Story Earns Playboy Award

A penetrating profile on Stirling Moss, published in the September issue of PLAYBOY, has been named that magazine's best non-fiction article of 1962.

The announcement was made by Hugh M. Hefner, editor-publisher of PLAYBOY, who simultaneously named "The Thin Red Line," a World War II combat narrative, as the magazine's best 1962 fiction piece.

Ken W. Purdy, author of the Moss article, and James Jones, "Red Line" writer will each be given \$1000 bonus awards by Hefner. Purdy's article was titled, "Stirling Moss: A Nodding Acquaintance with Death."

Jones' story was previewed in three extensive chapters in the August, September and October issues of PLAYBOY.

Clark Breezes In African 50-Lapper

JOHANNESBURG, So. Africa, Dec. 15 --- Scotsman Jimmy Clark piloted his Lotus to an easy victory in the Rand Auto Grand Prix today over 50 laps of the Kyalami Circuit.

Graham Hill of England abandoned the race in his BRM after 15 laps with engine trouble, while the other BRM, driven by Ritchie Ginther of Santa Monica, quit after 36 laps with gear selector trouble.



YOU GUESSED IT--- It's Miss BMC and Stirling Moss. For further information on the couple check Vol. 8 No. 1, Nov. 16-23 issue of MOTORACING and Economy Car News.

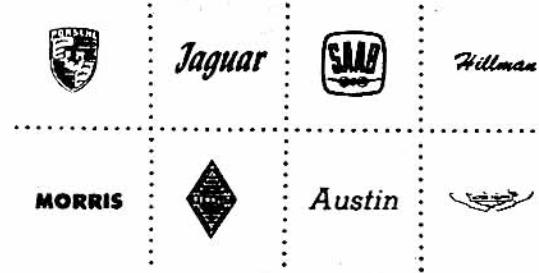
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dler, Arizona, 852-5611. Four-wheel
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at Stu Haggerts' after Dec. 21st,
Culver City, Calif.

PERSONALS

FOR SALE — Suit of Lights. Two
new, black and gold suit of lights
worn by Antonio Ordonez during
his two afternoons in Tijuana's
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LETTERS

(Continued from Page 2)

tested him." It will also let
Ingvar know that I, for one, trust
in his integrity.

If people think Lindqvist is
cheating, what are they going to
think next year when they taste
my BMC Genie with only 8.5
pounds per horsepower?

A. RICHARD SCHOENEN, M.D.
Monrovia, Calif.

MERRY CHRISTMAS

Just a note to wish you folks
a very special Xmas.

Also say hello to all the gang
for us, and tell 'em if sports
car racing gets a bit jaded to
come on up here and take on
Dog dog-team sled sled racing.
It's a real ball---15mi. course
on the frozen Yukon River at
72 deg. below zero. You think
a driver is tired at the end of a
Grand Prix race? You should
see these mushers and dogs when
they cross the finish line!

It's a man's game, believe me.
As always, best regards to all.

MR. AND MRS. ("DOC HOPPE")
YARTER
Watson Lake, Yukon Territory,
Canada

VIGNETTES

(Continued from Page 3)

rule supreme in this matter of a merger and smother the smaller
group quite completely." This is EXACTLY what happened.

ONLY AN EXPRESSION OF OPINION

This was a Cal Club meeting---and the Cal Club made damned
sure it was exactly that and nothing more. The yokels from US
Sports Car Club (USAC) were merely invited, so that a vote could be
taken to learn of an expression of opinion.

The moderator was a former president of the Cal Club, STAN
MULLIN, an attorney. Naturally, he was biased, but he did a fairly
honest job. He explained "that legally many problems would
have to be worked out to get the two groups as one entity."

A board of 11 persons was elected, and this is duly reported in
other pages of this issue. Remember, that since this was a Cal
Club meeting, it is still to be determined whether this new group
is acceptable to the Cal Club. Legally, they could tell the new
slate to go to hell, but this is not likely. If they do, this will mark
the end of the Cal Club.

If this slate holds up, it will be ironic that the Cal Club got itself
a new board and the rival USSCC helped elect it.

SIX CAL CLUBBERS WIN OFFICE

Now, so shrewdly was this deal maneuvered that the Cal Club did
not want the meeting to be a joint CSCC-USSCC meeting, which was
what the latter group sought. D.D. MICHELMORE, Cal Club presi-
dent who with TRACY BIRD scuttled the old LA SCCA, refused to
answer JIM PETERSON, president of USSCC, on this point.

Significant in election of the new board was that six dyed-in-the-
wool Cal Clubbers got in---JACK NETHERCUTT, SR., SANDY
LUCAS, KEN MILES, DAVE BRACKEN, OTTO ZIPPER and MARY
HAUSER.

No member of the USSCC BOARD got on. Closest to this was
the selection of BOB ESTES, affiliated with USAC nationally. Re-
jected from USSCC were HAL DAUNIS, JIM CHAFFEE, JANE SUL-
LIVAN, DON RICARDO and LINDLEY BOTHWELL (formerly with
USSCC but who defected to CAL Club).

Just as significant as the rejection of Bothwell was the rejection
of ALAN FORNEY, a Cal Club board member.

POLLACK BOOTTED OUT — HOORAY

But most significant of all, however, was the all-out kick-out of
BILL POLLACK, the last remaining Cal Club Pharaoh. Only for
this singular action will this writer salute the decisions made by the
audience of 277 present. He had been on the board for about 10
years and was adamant in remaining for another 10 years.

After the meeting, various huddles of members insisted on re-
peating, "At least we got Pollack out!"

There is still the grim possibility, however, that as a current mem-
ber of the Cal Club board he will battle until the bitter end NOT to
accept the new board unless he is on it.

When the discussion was white-hot on selection of a name---So.
Calif. region of SCCA or Cal Club region of SCCA (they had previously
voted alignment with SCCA)---Pollack had the guts to get on his half-
soles and tell the multitude that he had just heard on the radio in his
car on the way to the meeting that the Dodger Stadium race had been
given the green light by the city chief zoning administrator.

COMETH THE REALLY BIG LIE

This was true. But then Pollack, fighting to swing selection of a
name to the Cal Club, resorted to the BIG LIE. He told the assem-
bled Babbitts that the three-year contract with the city stipulated
that races were authorized ONLY under the banner of the Cal Club.

This was a palpable lie. Pollack did this to kill consideration of
any name for the new group other than the Cal Club. Most of the
people present believed him, despite the fact that they kicked him
out by not voting for him.

Now, let me tell you the truth: In granting a three-year variance
to permit sports car racing on the private roads and parking lots
located in 217 acres of 315-acre Chavez Ravine, HUBER E. SMUTZ,
city zoning administrator, specified that "racing events must be
sponsored and supervised by the Calif. Sports Car Club OR SOME
OTHER EQUALLY QUALIFIED ORGANIZATION."

Incidentally, Smutz' decision is subject to over-riding by the
Board of Zoning Appeals, a three-man board appointed by the mayor.

Also regarding Chavez Ravine: Races will be limited to sports
cars, stock cars and midget autos "with an occasional motorcycle
race as a special feature of an auto race program." There must be a
one-month interval between racing sessions.

MUFFLERS NECESSARY AT CHAVEZ

Prohibited are drag racing, hot rod racing and use of large race
cars such as the Indianapolis Speedway type. All vehicles must be
equipped with adequate and efficient mufflers. Not more than 20
vehicles shall be in any one race and no race shall exceed 15 laps.
The Dodgers must carry \$1 million of bodily injury insurance and
\$100,000 of property damage liability. By proper conditions and
controls, the races can be confined to roadways more than 600ft.
away from the nearest homes.

Pollack should get it through his thick skull that there are others
who know what is going on.

His rejection---his failure to perpetuate himself in So. Calif.
road racing until the end of time---is, in the eyes of this observer,
a greater achievement than the two clubs finally (it seems) getting
together. Great riddance!

Back to the meeting: Tracy Bird, and SCCA area governor, was
hissed. He said over the mike: "I see some of my friends are here."
Most people wished he had stayed in Tucson and kept his nose out of
racing in So. Calif. He was yelping about support for the national
body, which is getting guff from a group in the Midwest. (Will the
Midwest please send this writer the facts on the dissension, be-
cause there is no love lost between GVV and the Westport Pharaohs?)

At presstime the Porsche factory did not know if it would be in
Grand Prix racing next season, and that left DAN GURNEY out
on a limb. Dan previously had gone to Germany on his own to
find out what the score was. He has had talks with Cooper and with
Brabham. He may race with the latter. Porsche may come in
after the season opens with only one car, probably for JO BONNIER.

PHIL HILL, for years loyal to Ferrari, apparently has been
sacked by lovable old ENZO FERRARI, who has signed up WILLY
MAIRESSE, JOHN SURTEES and MICHAEL PARKE. Hill is going to
Europe after the first of the year and probably will sign with
his old Ferrari cohorts who bolted the factory last year---CHITI/
TAVONI and company.

Add merger: The old Cal Club board has resigned en masse, and
the new 11-man board chosen at the Dec. 12 meeting has stepped
in after alignment was picked with the old CSCC region of SCCA.

MOTORACING

LETTERS

(Continued from Page 2)

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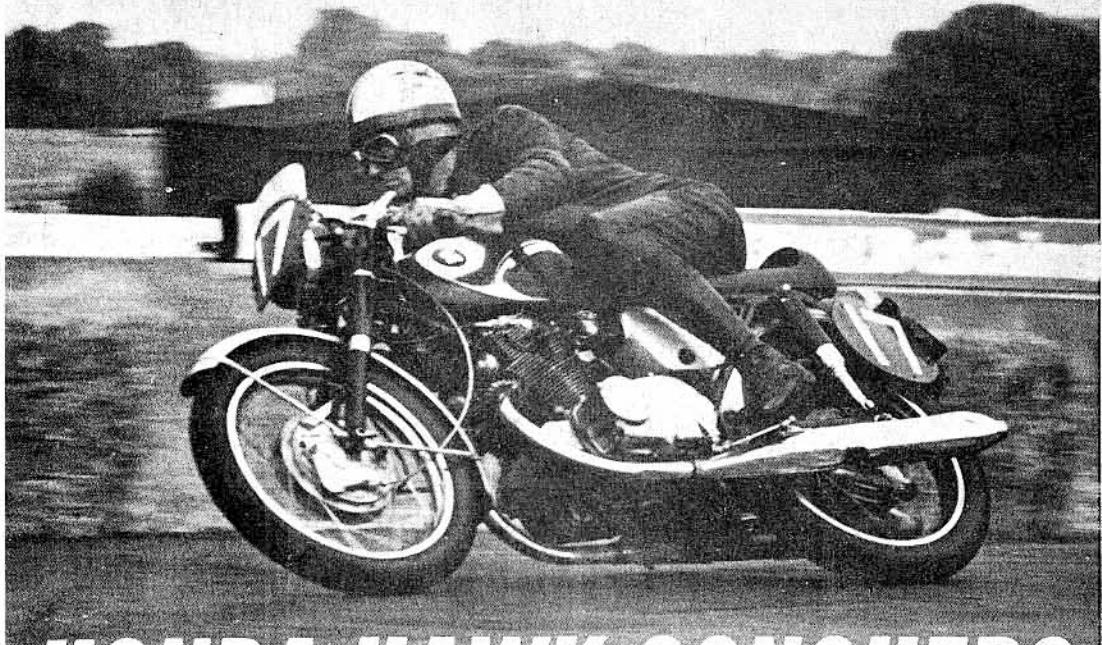
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